

# Report of Survey for Repairs, &c., of Engines and Boilers.

THU.-2 DEC. 1915

(Received at London Office)

Date of writing Report 24<sup>th</sup> Novr. 1915 When handed in at Local Office 1915 Port of Copenhagen  
No. in Reg. Book. 188 Survey held at Copenhagen Elsinore Date, First Survey 6<sup>th</sup> Novr. 1915 Last Survey 6<sup>th</sup> Novr. 1915 (No. of Visits one)  
on the Machinery of the Wood, Iron or Steel Sc. Sr. Haus Jensen Master H. Kofod  
Gross Tonnage 1825 Vessel built at Hoboken By whom Antwerp Eng. Co. Ltd. When 1914-10  
Net Tonnage 1126 Engines made at Sunderland By whom G. Clark Ltd. When 1914  
Registered Horse Power 189 Boilers, when made (Main) 1914  
No. of Main Boilers 2SB Owners Dansk Dampskibsselskab Port Copenhagen Voyage U.K.  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In dry dock  
in Main Boilers 180 lbs. (State name of Dock.) Karlsgade's Tank & Maskby.  
in Donkey Boilers ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>84/100 A/- 9.15.</u>		<u>84 LMC-10.14.</u>
		<u>Tail shaft seen 9.15.</u>

Last Report No. Port  
Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? ✓ Was a damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Do. " Donkey " " " Boilers not due for survey. ✓

Why was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? No.

Is it fitted with continuous liner? ✓

or two liners? ✓

or is it without liners? ✓

Has shaft now been changed? ✓ If so, state reasons

Has it a continuous liner? ✓

or two liners? ✓

or is it without liners? ✓

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

Is the Survey complete? State what arrangements have been made for its completion and what remains to be done? Complete.

Form :-

Where and when tested and Superintendent.

In dry dock.  
The fastenings of the seaconnections and the propeller examined and found good.

The suction pipes from the after peak tank, tunnel and hold well overhauled and placed in order.

When and where tested and Superintendent.

## General Observations, Opinion, and Recommendation :-

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Recommend the vessel's machinery to remain as classed without fresh record of survey.

Fee (per Section 28).....	<u>£. 20.00</u>	Fees applied for <u>24.11.1915</u>
Damage or Repair Fee (if any).....	<u>£. :</u>	Received by me, <u>19</u>
Expenses (if chargeable).....	<u>£. :</u>	

E. Paulsen  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE.-7 DEC. 1915

As above



*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side

*SP*  
*2.12.15*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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